#### §87.64

(f) The following landing and take-off (LTO) cycles apply for emission testing and calculating weighted LTO values:

TABLE 1 TO §87.60—LTO TEST CYCLES

| Mode                   | Turboprop               |                        | Subsonic turbofan       |                        | Supersonic turbofan     |                          |
|------------------------|-------------------------|------------------------|-------------------------|------------------------|-------------------------|--------------------------|
|                        | Percent of rated output | Time in mode (minutes) | Percent of rated output | Time in mode (minutes) | Percent of rated output | Time in mode (minutes)   |
| Take-off Climb Descent | 100<br>90<br>30         | 0.5<br>2.5<br>4.5      | 100<br>85<br>30         | 0.7<br>2.2<br>4.0      | 100<br>65<br>15<br>34   | 1.2<br>2.0<br>1.2<br>2.3 |
| Taxi/ground idle       | 7                       | 26.0                   | 7                       | 26.0                   | 5.8                     | 26.0                     |

(g) Engines comply with an applicable standard if the testing results show that the engine type certificate family's characteristic level does not exceed the numerical level of that standard, as described in §87.60.

[77 FR 36386, June 18, 2012]

# § 87.64 Sampling and analytical procedures for measuring gaseous exhaust emissions.

- (a) [Reserved]
- (b) Starting January 1, 2011, report  $CO_2$  values along with your emission levels of regulated  $NO_{\rm X}$  to the Administrator for engines of a type or model of which the date of manufacture of the first individual production model was on or after January 1, 2011. By January 1, 2011, report  $CO_2$  values along with your emission levels of regulated  $NO_{\rm X}$  to the Administrator for engines currently in production and of a type or model for which the date of manufacture of the individual engine was before January 1, 2011. Round  $CO_2$  to the nearest 1 g/kilonewton rO.
- (c) Report  $CO_2$  by calculation from fuel mass flow rate measurements in Appendices 3 and 5 to ICAO Annex 16, volume II or alternatively, according to the measurement criteria of  $CO_2$  in Appendices 3 and 5 to ICAO Annex 16, volume II.

[74 FR 56374, Oct. 30, 2009, as amended at 77 FR 36386, June 18, 2012]

# PART 88—CLEAN-FUEL VEHICLES

#### Subpart A—Emission Standards for Clean-Fuel Vehicles

Sec.

88.101-94 General applicability.

88.102–94 Definitions.

88.103-94 Abbreviations.

88.104-94 Clean-fuel vehicle tailpipe emission standards for light-duty vehicles and light-duty trucks.

88.105-94 Clean-fuel fleet emission standards for heavy-duty engines.

## Subpart B—California Pilot Test Program

88.201–94 Scope.

88.202–94 Definitions.

88.203-94 Abbreviations.

88.204–94 Sales requirements for the California Pilot Test Program.

88.205–94 California Pilot Test Program Credits Program.

 $88.206\hbox{-}94$  State opt-in for the California Pilot Test Program.

TABLES TO SUBPART B OF PART 88

### Subpart C—Clean-Fuel Fleet Program

88.301-93 General applicability.

88.302–93 Definitions.

88.302-94 Definitions.

88.303-93 Abbreviations.

88.304–94 Clean-fuel Fleet Vehicle Credit Program.

88.305-94 Clean-fuel fleet vehicle labeling requirements for heavy-duty vehicles.

88.306-94 Requirements for a converted vehicle to qualify as a clean-fuel fleet vehicle.

88.307-94 Exemption from temporal transportation control measures for CFFVs.

88.308-94 Programmatic requirements for clean-fuel fleet vehicles.

88.309 [Reserved]

88.310-94 Applicability to covered Federal fleets.

88.311-93 Emissions standards for Inherently Low-Emission Vehicles.

88.311–98 Emissions standards for Inherently Low-Emission Vehicles.

88.312-93 Inherently Low-Emission Vehicle labeling.

88.313-93 Incentives for the purchase of Inherently Low-Emission Vehicles.

TABLES TO SUBPART C OF PART 88